FOLD 117

CLASSIFICATION CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY 25X1

INFORMATION REPORT

COUNTRY Latvia

DATE DISTR. 8 FEB 1954

SUBJECT Latvian Railway

NO. OF PAGES 9

25X1

PLACE ACQUIRED

NO. OF ENCLS. 1 (LISTED BELOW)

DATE ACQUIRED

SUPPLEMENT TO REPORT NO. 1583

DATE OF INFORMATION 25X1

25X1

THIS IS UNEVALUATED INFORMATION

1. Until the Soviet occupation of Latvia in 1940, most of the rail gauges in Latvia were 1524 millimeters, USSR gauge, because most of the equipment, both locomotives and cars, was USSR manufactured. All this equipment was left behind by the Soviets when Latvia became independent. Some of the locomotives and cars, which were used for international transportation, had a normal gauge of 1435 millimeters because most of Europe was using the 1435 millimeter gauge.

25X1
25X1
25X1
25X1

2. In 1940 the Soviets tried to convert the 1435 millimeter gauge to the 1524 mm gauge [redacted] Most of the Latvian locomotive gauges could be changed, except a few, which had a different wheel design. /See Enclosure (A)/

3. Locomotives were changed after a run of about 100 kilometers. The locomotive would be serviced at the station of destination and return to the home station on the next run.

25X1

4. Traffic in Latvia was not heavy, so there was enough time to service the locomotive. [redacted] a locomotive could be serviced in a half hour - coal, water, and lubrication. In case a major repair was needed, the locomotive would be repaired just enough to enable it to get back to home depot where it could be repaired.

-end-

ENCLOSURE (A):- Diagram illustrating the method used in changing gauges

LIBRARY SUBJECT & AREA CODES

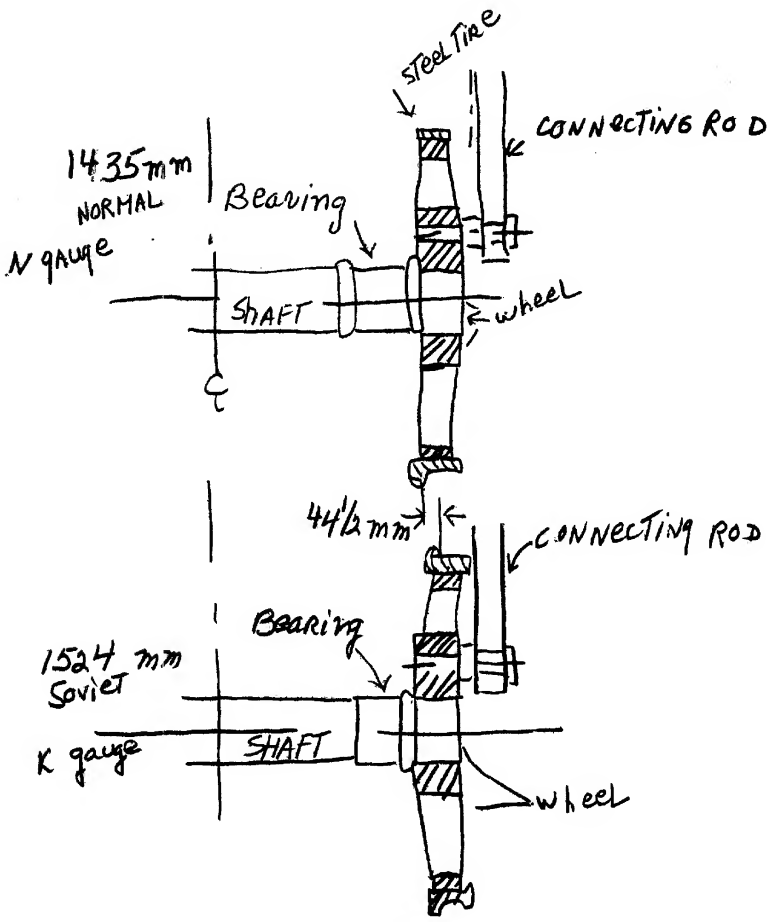
755.221 35M
755.341 35M

CLASSIFICATION CONFIDENTIAL

						DISTRIBUTION						ORR EV			

25X1

ENCLOSURE (A) - Illustraing the method used in changing the gauges:



1524
−1435
−89 mm

89/2 − 44½ mm
increase in width